Notes by J.A.D. McCurdy and Frederick W. Baldwin, May 19, 1909

1909, May 19 Wednesday At Bouin Bhreagh. THE CANADIAN AERODROME COMPANIE'S NOTES.

May 18, 1909 :— The sheeting iron arrived yesterday morning and was made up into a box large enough to contain the moulds and quite a supply of slabs. Ingraham thought it would be a better scheme to utilize the oil stove to provide the heat for heating rather than build the box around the coal stove. This was done and it was found that the oil stove served admirably for heating the moulds to a sufficient temperature to allow the glue between the slabs when placed in the mould to thoroughly fill up the pores between the slabs before getting chilled; furthermore the heating of the moulds serves to dry the glue and so greater rapidity, in getting the curved slabs out, results.

Another man has now been engaged, Willie McDonald, and he and Ruderham are at work on the Silver-Dart putting her in good and trim shape before shipment to Petawawa.

We are building a new tuberlar truss for the support of the bow control on the Dart instead of the bamboo abortion used heretofore.

The lumber for the crates has also been ordered and we hope to have the machine shipped by the end of the week.

Last night we received a letter from Lord Strathcona, High Commissioner for Canada, from 17 Victoria St., London being a reply to our enquiry concerning the advisability of our sending a machine to Great Britain to compete for the prize of One Thousand Pounds offered by the 2 Daily Mail for a flight of one mile in the British Isles. He expresses the opinion that the scheme probably was of an advertising nature for the Daily Mail and

enclosed in his note the rules governing all competitions under the auspices of the Daily Mail. From this we gather that the competitions will be conducted in a manner similar to that employed by the Scientific American in relation to their trophy.

Yesterday we received the following telegram from Mr. Bell sent from the Cedric and dated New York, May 16/

New York, May 16, 1909.

Baldwin, McCurdy, Baddeck, N.S.

Glad to have you make any use of the Silver-Dart you choose in Canada. Good luck to you.

(Signed) Graham Bell. Also received a telegram from the Kirkham Motor Co. of Bath, New York stating that the crank shaft had arrived and the engine would be ready any day. This as indeed very encouraging. J.A.D. McC.

3

1909, May 20 Thursday at Beinn Breagh.

May 19, 1909 :— The new tubular truss for the front control of the Silver-Dart is well under course of construction and gives promise of being very efficient not only from the strength standpoint but as a head resistance proposition. The laterals alone are formed of #ths tubing the perpendiculars and horizontals being formed of fish. We are also raising the general lever of the front control so that its center is in direct line with the thrust of the propeller.

The carpenters were at work to-day getting out the skids. We weighed up two and although they are cut out of the same shipment of planking we were very much surprised

to discover that whereas one weighed 10 lbs. the other weighed 15; the size of these two skids was identical.

This was indeed an astonishing discovery and Mr. McNeil thought that the heavier piece would prove to be far the stronger or as he expressed it “The life have entirely gone from the light one”. We supported them at each end and placed a certain definite weight at the center of each skid and measured the deflection under this load. The heavy stick showed a deflection of one inch whereas to the light one a deflection of two inches. We have therefore decided to make up another skid of equal strength with the heavy one. J.A.D.McC.

4

1909, May 21 Friday at Beinn Breagh.

May 20, 1909 :— Still progressing well on the Dart control. The crates are being made for the transportation of the Silver-Dart to Petawawa. We wired Chandler & Farquhar and Livermore for our complete order of hardware materials required on the new machines.

The moulds that we have been using for glueing our ribs have been made up out of scantling folded together and chipped off to a required curve. Employing this method it is difficult to get the moulds to fit exactly so that an even pressure can be exerted all along the slab to be glued. The result is that in spots the glueing is not as good as it should be. We therefore think it would be a good scheme to have the mould made up out of solid block of laminated wood of laminations, and by running a saw through it lengthwise along the line of the required curve a perfect fit can be counted upon between the top and bottom portions of the mould.

Ingraham has therefore gone over to town to telephone Chapel and find out whether they can make up this mould for us at once. He will also interview A.C. Thompson & Co. in relation to the copper wire and the price of giving it a coat of nickle. If the price of nickleing

is not prohibitive we will place an order with Thompson for all the wire required on our machines.

The old 8 ft. propeller which we brought from Hammondsport with the Dart has been retouched all over and, as it has a greater pitch than the one we were using on the Dart, it will probably be just the proper load for the 5 new engine. This propeller and the one we have on the Dart will be sent to Petawawa for trial. Casey will test out while there different sprockets with these propellers which will give us the following gear ratios:— 15:40, 15:30, 15:24, 18:24, 18:40, and 18:30. J.A.D. McC.

6

1909, May 22 Saturday At Beinn Breagh.

May 21, 1909: —Tubing and hexagonal nuts which were ordered from G.H. Curtiss Mfg. Co. arrived to-day.

The wings have been taken off the Dart and are more or less crated. An engine-bed is being prepared for the new Kirkham engine. J.A.D. McC.

1909, May 26 Wednesday At Beinn Breagh.

May 22, 1909 :— The new bow control truss made up entirely of tubing and fish stock for the Silver-Dart, was completed to-day. It was very much more rigid, looks better and cleaner than the old bamboo truss and should not add more than twenty pounds to the weight at the outside.

F. W. B.